

20000601.ba v02_n908.bam.20000601

>From ???@??? Thu Jun 1 00:01:03 2000 -0500
Message-Id: <200006010500.e5150cs09589@sco.theporch.com>
Date: Thu, 1 Jun 2000 00:00:15 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2908

BOATANCHORS Digest 2908

Topics covered in this issue include:

- 1) RE: Fine Wire, Strip-X, and Solder
by "Bill Hawkins" <bill@iaxs.net>
- 2) Re: AN/UPN-12C Loran
by Ed Zeranski <ezeran@concentric.net>
- 3) Re: AN/UPN-12C Loran
by William Donzelli <aw288@osfn.org>
- 4) BC-224-E Accessory
by PLT1032@aol.com
- 5) Re: Fine Wire, Strip-X, and Solder
by "Barry L. Ornitz" <ornitz@tricon.net>

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Fine Wire, Strip-X, and Solder
Date: Wed, 31 May 2000 20:58:18 -0500
Message-ID: <002d01bfcb6c\$db58ce40\$290aa8c0@darius>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Over on the group dedicated to the R-390 (loosely), another guy has broken a coil wire. This brought (among others) a suggestion to use an aspirin tablet. "Get a ball of solder on a hot soldering iron and use it to press the litz wire into the aspirin tablet." There is also a warning not to breathe the fumes.

It's a new one on me, and several other people. Any thoughts or experiences?

Regards,
Bill Hawkins

Message-Id: <4.2.0.58.20000531190503.00976c70@pop3.concentric.net>
Date: Wed, 31 May 2000 19:13:44 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Ed Zeranski <ezeran@concentric.net>
Subject: Re: AN/UPN-12C Loran
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 08:53 PM 5/31/00 -0400, Jerry Proc wrote:

>Hi Paul,.

>

>While I can't identify the units off the top of my head, I do know that
>if they
>are Loran 'A' equipment

LORAN 'A' is my take on it too. I worked on them in the early/mid/late '60s and the "UPN-12" sounds familiar though it has been past 30+ years. There was an IFF equipment , air/ship and ship/ship which fits in the same place..UPN being beacon and all...Geeze ..could be IFF ..will have to dig out the old Navy rate manuals.

Date: Wed, 31 May 2000 22:19:36 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: AN/UPN-12C Loran
Message-ID: <Pine.SUN.3.91-FP.1000531221818.16513I-100000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> LORAN 'A' is my take on it too. I worked on them in the early/mid/late '60s
> and the "UPN-12" sounds familiar though it has been past 30+ years. There
> was an IFF equipment , air/ship and ship/ship which fits in the same
> place..UPN being beacon and all...Geeze ..could be IFF ..will have to dig
> out the old Navy rate manuals.

Not LORAN - the AN/UPN-12 was was up there (I think S band). Basically a beacon, as Ed says.

William Donzelli
aw288@osfn.org

From: PLT1032@aol.com
Message-ID: <e8.51c271e.26673170@aol.com>
Date: Wed, 31 May 2000 23:24:32 EDT
Subject: BC-224-E Accessory

To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Gentlemen,

I just received a BC-224-E unit, from a previously unknown source, and upon opening the box I was surprised to find an accessory that I have never seen before.

Surrounding the tuning crank is a form fitting, 3/16" wall, blackend lead ring that has indentations for digits, just like the outside of the tuning crank itself. There is also a hole in it for access of the Allen screw that fastens the crank. I was just curious to know if anyone has heard or seen an accessory like this. The increased outside diameter makes tuning quicker as does the flywheel-like weight. Any thoughts?

Bob Lindgren

Message-ID: <005701bfcb81\$673e0240\$af4d62d8@naxs.com>
From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Jack G. F. Hill" <listown@jackatak.theporch.com>
Subject: Re: Fine Wire, Strip-X, and Solder
Date: Thu, 1 Jun 2000 00:25:20 -0400
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Bill Hawkins wrote:

> Over on the group dedicated to the R-390 (loosely),
> another guy has broken a coil wire. This brought (among
> others) a suggestion to use an aspirin tablet. "Get a ball
> of solder on a hot soldering iron and use it to press the
> litz wire into the aspirin tablet." There is also a
> warning not to breathe the fumes.

[Loosly is hardly the word for it, Bill. A minimal number of on-topic posts with an excruciating amount of over-quoting is more like it. Thanks, Jack, for keeping the signal-to-noise ratio of THIS group high!]

When heated, aspirin (2-hydroxy-benzoic acid acetate) will release acetic acid fumes. These will clean oxides off the copper wire. The remaining salicylic acid may help a little too. Having never tried it, I cannot say it is or is not

useful, but I would suspect Strip-X or just a hot soldering iron with activated flux would do better in removing the enamel coating. As with activated flux, cleaning the joint after soldering would be recommended to prevent future corrosion from the acidic byproducts. Aspirin tablets contain starch, and things like magnesium stearate as molding aids. I doubt if these help its ability as a flux.

While it would not work on the wire stub coming from a pre-wound coil, I have had great success with soldering fine gauge magnet wire by heating the wire in a flame, burning off the enamel, and continuing to heat to redness. Then I immediately plunge the wire into cold methanol. Any remaining soot wipes off, and the reaction between the copper oxides and the methanol leaves an easily soldered copper surface. A butane lighter works well and you can turn it off before placing the wire in the methanol (very flammable).

I have a 20 pound roll of #32 that is insulated with an extremely tough enamel. Besides burning the insulation off, and using Strip-X, the only thing I have found to do a good job of removing the insulation is a mixture of dimethyl-formamide and tetrahydrofuran. [Don't try this at home; the mixture is much too dangerous.]

73, Barry WA4VZQ ornitz@tricon.net

End of BOATANCHORS Digest 2908
